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CARBONDALE HISTORICAL SOCIETY
and MUSEUM INC.
BALLOT

Director: Please vote for four.

____ Louise Anderson

8 Jim Hepburn — 3

10 John N. Kiefer Jr. — 2

7 John Klimkiewicz

13 Joe Pascoe — 1

6 Eleanor Spellman

8 Susan B. Stephens — 4

Officers: Please vote for one.

President SRP

1st Vice President JVB

2nd Vice President Hank Loftin, Jr.

Secretary RJT

Treasurer HAY

Proposed slate _____

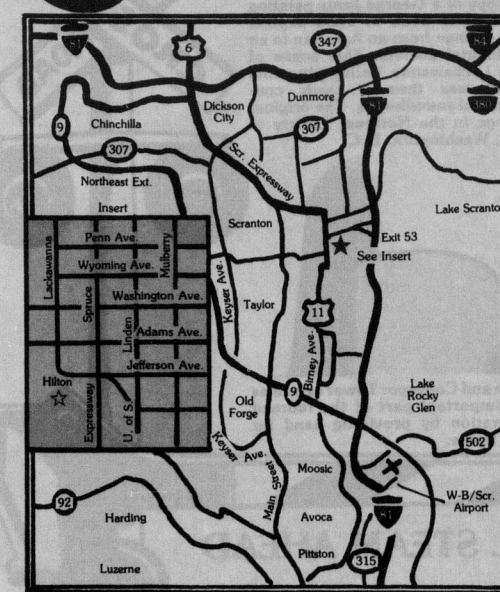
The four new
members of the
Board of Directors:
Pascoe, Kiefer,
Hepburn & Stephens

no
all elected
for 1985;
no additional
nominations
were made &
so the Secretary
was instructed
to cast the one
vote needed to
re-elect the slate.

The CHSM annual dinner meeting: Hank produced the above
ballots, which are very impressive. Picked up JVB & SB5 &
we arrived at about 5:45 PM.

— the meeting was a success, although I was disappointed
by the poor turn-out (about 20 members).
— Gillespie & his two guests (Mary Ellen Keating &
Patrick?) were, I'm sure, prepared for a much
larger crowd & so was I and I was a little
embarrassed by the turn-out -- I was hoping
for a large crowd for Gillespie.

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DIRECTIONS TO STEAMTOWN

Binghamton, New York area:
I-81 South to Central City Expressway Exit. Follow signs to
Central City. At first traffic light (Jefferson Avenue) turn left.
Follow signs to Steamtown.
New York and surrounding area of New Jersey:
I-80 West to Rt. 380 in the Poconos. Exit 5 at Daleville.
Turn left on Rt. 309 (8 miles to Scranton). At third traffic light
(Jefferson Avenue) turn left. Follow signs to Steamtown.
Philadelphia:
Northeast Extension of the PA turnpike (Exit 37 at Pitt-
ston/Dumont). Bear right after toll booth onto Rt. 81 North to
Scranton (approx. 9 miles). Exit Central City Expressway and
follow signs to Central City. At first traffic light (Jefferson
Avenue) turn left. Follow signs to Steamtown.
Port Jervis, New York area:
I-84 West to Rt. 380 (Scranton). This leads to I-81. Take
81 South to Central City Expressway Exit. At first traffic light
(Jefferson Avenue) turn left. Follow signs to Steamtown.



September / October
Schedule Only

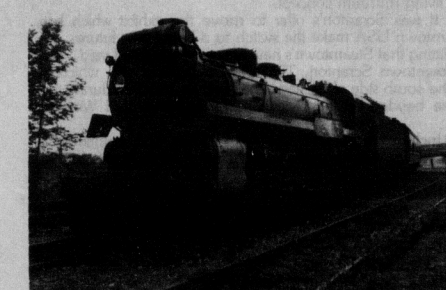
Departure Time	Return
12:35 P.M.	1:50 P.M.
2:35 P.M.	3:50 P.M.
4:35 P.M.	5:50 P.M.

3 EXCURSIONS DAILY
TUESDAY through SUNDAY
(CLOSED MONDAYS)
Tickets may be purchased in advance or at the Station.

Fares	
Adults	\$6.00
Senior Citizens	4.50
Children under 12	3.50

For group rates, information about Steamtown
and/or excursion reservations write to:
Steamtown USA
P.O. Box 5250
Scranton, PA 18505-5250
or PHONE
717-969-1982

For many, the excursion stirs up memories of
the railroad past while at the same time, it provides
for the younger generation an educational and un-
forgettable experience.

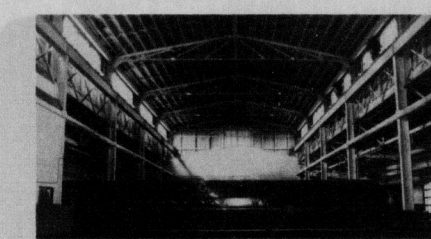


You've got a friend in Pennsylvania



Making the switch
to a bright new
future

P.O. Box 5250, Scranton, PA 18505-5250
Telephone (717) 969-1982
A Non-Profit Educational Foundation Dedicated to the preservation of
Steam and Railroad America



The main bay of the diesel shop used in the past
for restoration and maintenance of locomotives
and cars. The cathedral-like ceiling or clerestory
ceiling as it's called gives you a sense of the enor-
mity of the building. It can house five locomotives
and five passenger cars simultaneously. It will
continue to be used as a work area as well as a
viewing gallery of mechanical and restoration
work.



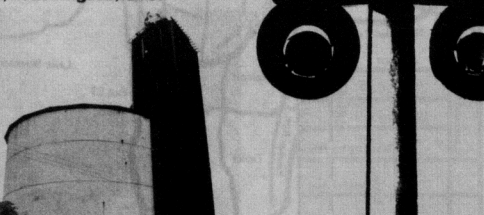
As you walk into the railroad, this is the first
building you'll visit. Not only was this impressive
four-story structure used as the railroad's
mechanical offices, but its purchasing and stores
department as well.



Artist's rendering of Steamtown USA's new home. By the Spring of
1985, the entire collection will be on display here outdoors. In the
Spring of 1986, visitors observation galleries and restoration
shops are expected to be completed. The following year, you'll see
a rebuilt roundhouse.



A copy of a George Innis painting
that dates back to 1885 depicts
the change from an Agrarian to an
industrial society. This scene of
the Lackawanna Valley pinpoints
what was then a newly con-
structed roundhouse. The original
hangs in the National Gallery of
Art, Washington, D.C.



Silo and Conveyor Tower served as
an important part of the railroad
operation by providing sand for
the trains.

BLOUNT'S DREAM...IN A SCRANTON SETTING...WITH FULL STEAM AHEAD

It's one of the world's largest collections of steam locomotives and
Steam Age equipment ever collected.

It's a working, growing museum of exhibits that, for the first time,
will live in its natural setting.

SCRANTON, PA...once a hub of railroading in North America will
soon be the new home of the nearly 100 pieces of steam era equip-
ment and railroad rolling stock. When that happens, Steamtown USA
will finally fully realize one man's dream...that of the late Nelson
Blount.

As a young boy, Blount dreamed of the day he would own and
operate steam locomotives. In the mid 1950s, he began the realization
of his dream. Recognizing that steam locomotives were on the verge of
extinction, Blount began to collect the classic examples. By the late
60s, Steamtown USA was born.

But his biggest problem was finding the right home for his collection.

He discovered the Rutland Railway had abandoned its tracks North of
Bellows Falls, Vermont and arrangements were made to move the col-
lection.

Blount, however didn't live long enough to enjoy building the per-
manent collection in Bellows Falls. He died in August of 1967...signa-
ling the end to funding for the project.

Fortunately, Blount's collection was left to the non-profit educational
Steamtown Foundation whose Board of Trustees today continued to
support the living museum concept.

In 1982, it was Scranton's offer to move the exhibit which has
helped Steamtown USA make the switch to a bright new future.

It is only fitting that Steamtown's new home be a railroad yard...ad-
jacent to Downtown Scranton. The 40-acre outdoor site, which is
located on the south side of Lackawanna Avenue was built during the
steam engine heyday by the Delaware, Lackawanna and Western
Railroad.

This site includes a pre-civil war roundhouse and maintenance
workshop as well as storage space and enclosed display space for the
collection.

The latter will allow tourists the unique opportunity to view
locomotives set up indoors in their natural setting as they are being
maintained and restored. Most of the railroad equipment will be attrac-
tively arranged around a 90 foot turntable.

What's more, you can take a 26-mile roundtrip excursion over
one of America's oldest and most scenic rail lines.

Your train departs from the Hilton at Lackawanna Station (located
adjacent to the site of the Steamtown USA museum) for a one hour,

fifteen minute ride to Elmhurst, PA and back.

Passengers will board on the same platform where
they once departed for New York, Washington,
Buffalo and other points in America.

The trains will run on what was once part of the
Lackawanna line to Hoboken, stretching down
through the Poconos and The Delaware Water Gap
across to New Jersey.

Moving such a massive collection of history from
one locale to another is no easy task. It takes time
and particularly, money.

The city of Scranton, Lackawanna County, its
educative fund drive to raise \$2.2 million for the col-
lection's physical relocation.

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